

1-19. (CANCELED)

20. (CURRENTLY AMENDED) A method for carrying out gear shifts ~~[[of]]~~ for an automatic transmission of a motor vehicle, ~~in particular overlap gear shifts in, which the method comprising the steps of:~~

disengaging, during a gear shift, a first shift element, which is made as one of a clutch or a brake is opened and engaging a second shift element, which is made as one of a clutch or brake ~~closes;~~

such that to increase spontaneity and reduce shifting frequency of the automatic transmission; interrupting a downshift from a first gear (i1) to a second gear (i2) ~~is interrupted~~ without delay and engaging the first gear ~~is returned to~~ when an interruption criterion is recognized~~[[,]]~~ to increase spontaneity and reduce shifting frequency of the automatic transmission;

establishing the interruption criterion ~~is established~~ when it ~~is recognized~~ that a driver of the motor vehicle has called for an upshift before a current transmission input speed (n_T) has deviated from a synchronous speed of the first gear (i1) by a predefined, speed-related limit value, ~~this; and~~

specifying the predefined, speed-related limit value ~~being specified~~ as a function of an intensity of a change of a driver's wish, ~~in particular as which is~~ a function of one or more of a speed and a size of a change of an accelerator pedal angle (FPW).

21. (CURRENTLY AMENDED) The method according to claim 20, ~~wherein further comprising the step of only establishing~~ the interruption criterion ~~is only established~~ when a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the ~~[[said]]~~ first gear (i1), has not yet exceeded at least one ~~or more~~ of a predefined, time-related limit value, and when a pressure (p_K1) of the first shift element being disengaged has fallen below a predefined, pressure-related limit value.

22. (CURRENTLY AMENDED) The method according to claim 21, ~~wherein further comprising the step of specifying~~ one of the predefined time-related limit value or the predefined pressure-related limit value ~~is specified~~ as a function of ~~[[an]]~~ the intensity of ~~[[a]]~~ the change of ~~[[a]]~~ the driver's wish, ~~in particular as a which is the~~

function of at least one or more of the speed and the size of ~~[[a]]~~ the change of the accelerator pedal angle (FPW).

23. (CURRENTLY AMENDED) The method according to the preamble of claim 20, ~~wherein further comprising the step of establishing~~ the interruption criterion is ~~established if it is recognized that if~~ the driver of the motor vehicle has called for the upshift before a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the first gear (i_1), has exceeded ~~[[the]]~~ a predefined, time-related limit value, ~~[[this]]~~ and the predefined time-related limit value being specified as the function of the intensity of the change of the driver's wish, ~~in particular as the function of one or more of the speed and the size of the change of the accelerator pedal angle (FPW).~~

24. (CURRENTLY AMENDED) The method according to claim 23, ~~wherein further comprising the step of only establishing~~ the interruption criterion ~~is only established~~ if the current transmission input speed (n_T) has not yet deviated from the ~~synchronisation~~ synchronization speed of the ~~[[said]]~~ first gear (i_1) by at least one or more of ~~[[a]]~~ the predefined, speed-related limit value, and when a pressure (p_{K1}) of the first shift element that is being disengaged has not yet fallen below ~~[[the]]~~ a predefined, pressure-related limit value.

25. (CURRENTLY AMENDED) The method according to claim 24, ~~wherein further comprising the step of specifying~~ one of the predefined speed-related limit value or the predefined pressure-related limit value ~~is specified~~ as the function of the intensity of a change of the driver's wish, ~~in particular and~~ as the function of at least one or more of the speed and the size of the change of the accelerator pedal angle (FPW).

26. (CURRENTLY AMENDED) The method according to claim 20, ~~wherein further comprising the step of establishing~~ the interruption criterion ~~is established if it is recognized that if~~ the driver of the motor vehicle has called for ~~[[an]]~~ the upshift before a pressure (p_{K1}) of the first shift element being disengaged has fallen below ~~[[the]]~~ a predefined, pressure-related limit value, ~~[[this]]~~ and the predefined pressure-related limit value ~~[[being]]~~ is specified as the function of the intensity of the change of the driver's wish, ~~in particular as which is~~ the function of at least one or more of the speed and the size of the change of the accelerator pedal angle (FPW).

27. (CURRENTLY AMENDED) The method according to claim 26, wherein ~~further comprising the step of only establishing~~ the interruption criterion ~~is only established~~ when a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the first gear (i_1), has not yet exceeded one ~~or one~~ of ~~[[the]] a~~ predefined, time-related limit value, and when the current transmission input speed (n_T) has not yet deviated from the synchronous speed of the ~~[[said]]~~ first gear (i_1) by the predefined, speed-related limit value.

28. (CURRENTLY AMENDED) The method according to claim 27, wherein ~~further comprising the step of specifying~~ one of the ~~predefined~~ time-related limit value or ~~the predefined~~ speed-related limit value ~~is specified~~ as ~~[[the]] a~~ function of the intensity of the change of the driver's wish, ~~in particular as which is~~ the function of ~~at least~~ one ~~or more~~ the speed and ~~the~~ size of ~~[[a]] the~~ change of the accelerator pedal angle (FPW).

29. (CURRENTLY AMENDED) The method according to claim 20, wherein ~~further comprising the step of specifying at least one or more~~ of the ~~predefined~~ speed-related limit value, ~~[[the]] a predefined~~ time-related limit value and ~~[[the]] a predefined~~ pressure-related limit value are ~~specified as~~ a function of current operating parameters of the automatic transmission, ~~in particular as which are at least one of~~ a function of a current torque of a drive engine (1) powering the automatic transmission, ~~or as~~ a function of one of a desired performance ~~[[or]] and the~~ accelerator pedal angle (FPW) set by the driver, ~~[[as]] a function of one of a current speed [[or]] and a speed difference at one of the first or the second shift element, and [[as]] a function of a vehicle speed, and [[as]] a function of a transmission temperature.~~

30. (CURRENTLY AMENDED) The method according to claim 20, wherein ~~further comprising the step of specifying at least one or more~~ of the ~~predefined~~ speed-related limit value, ~~[[the]] a predefined~~ time-related limit value, and ~~[[the]] a predefined~~ pressure-related limit value ~~are specified~~ as a function of a gear shift type of the downshift.

31. (CURRENTLY AMENDED) The method according to claim 30, wherein further comprising the step of defining at least one of:

the predefined speed-related limit value [[is larger]] for [[the]] an interruption of a multiple downshift as being larger than [[the]] a predefined speed-related limit value [[is]] for [[the]] an interruption of a single downshift; or;

the predefined time-related limit value is larger for the interruption of [[a]] the multiple downshift as being larger than the time-related limit value is for the interruption of a single downshift; or; and

the pressure-related limit value is smaller for the interruption of [[a]] the multiple downshift as being smaller than the pressure-related limit value is for the interruption of [[a]] the single downshift.

32. (CURRENTLY AMENDED) The method according to claim 20, wherein further comprising the step of at least one of defining, when one of the intensity of the change of the driver's wish change is high, the predefined speed-related limit value [[is]] as being higher than it is if when the intensity of the change of the driver's wish change is low, [[or]]

defining, when the intensity of the change of the driver's wish change is high, [[the]] a predefined time-related limit value [[is]] as being higher than it is if when the intensity of the change of the driver's wish change is low, [[or]] and

defining, when the change of the driver's wish change is high, [[the]] a predefined pressure-related limit value [[is]] as being lower than it is if when the intensity of the change of the driver's wish change is high.

33. (CURRENTLY AMENDED) The method according to claim 20, wherein further comprising the step of, when the interruption criterion is fulfilled, [[the]] increasing a pressure (p_K1) of the first shift element is increased to an engagement pressure level (p_Kzu) in accordance with a predefined pressure-increase function, and, at the same time, reducing a pressure (p_K2) of the second shift element is reduced to a disengagement pressure level (p_Kab) in accordance with a predefined pressure-reduction function~~[[.]]~~ such that the engagement pressure level (p_Kzu) of the first shift element and the disengagement pressure level (p_Kab) of the second shift

element correspond respectively to an initial pressure level of the first and the second shift elements in the first gear (i1) before ~~[[the]]~~ beginning ~~[[of]]~~ the downshift.

34. (CURRENTLY AMENDED) The method according to claim 33, ~~wherein~~ further comprising the step of using a ramp function as at least one or more of the predefined pressure-increase function and the predefined pressure-reduction function ~~is a ramp function.~~

35. (CURRENTLY AMENDED) The method according to claim 33, ~~wherein~~ further comprising the step of using an abrupt pressure change as at least one or more of the predefined pressure increase function and the predefined pressure reduction function ~~is an abrupt pressure change.~~

36. (CURRENTLY AMENDED) The method according to claim 33, ~~wherein~~ further comprising the step of quantitatively setting the disengagement pressure level (p_{Kab}) of the second shift element ~~is quantitatively to~~ at least approximately zero ~~"zero".~~

37. (CURRENTLY AMENDED) The method according to claim 33, ~~wherein~~ further comprising the step of using a pre-filling pressure of the second shift element as the disengagement pressure level (p_{Kab}) of the second shift element ~~is a pre-filling pressure of the second shift element.~~

38. (CURRENTLY AMENDED) The method according to claim 20, ~~wherein~~ further comprising the step of, when one of a change from thrust to traction or from traction to thrust occurs during the downshift, failing to establish the interruption criterion ~~is not established~~ until after ~~[[the]]~~ passage of a time interval which begins at the same time as ~~[[the]]~~ a change from at least one or more of the thrust to the traction or from the traction to the thrust.

39. (CURRENTLY AMENDED) The method according to claim 20, ~~wherein~~ further comprising the step of converting, at a same moment as the interruption criterion is established, all ~~[[the]]~~ control sequences (A_{RS}) associated with the downshift from the first gear (i1) to the second gear (i2), ~~in particular~~ shift-specific blocking times and a shift-specific engine action, ~~are converted~~ into corresponding control sequences (A_{HS}) for an upshift from the second gear (i2) to the first gear (i1).